ensure acceptable capital cost and rate of return.

(c) and (d) The outlay and details are yet to be firmed up. However, the project may involve an investment of the order of Rs. 5000 crores inclusive of a foreign exchange component of around Rs. 940 crores (Base: Second quarter of 1990 prices). The project proposal under Government's consideration stands on its own merits and would be executed in a single phase leaving sufficient scope for further development in future depending on internal resources generated through the modernised plant.

Shortage of Coal at Steel Plant

2633. SHRI KAMAL MORARKA:
SHRI SURESH PACHOURI:

Will the Minister of STEEL AND MINES be pleased to state:

(a) whether it is a fact that the Chairman of Steel Authority of India Ltd., has expressed concern over the precarious level of coal stocks at the steel plants;

(b) what are the reasons for current shortage of coal in the steel plants;

(c) whether there is a likelihood of SAIL curtailing its output due to shortage of coal; and

(d) what steps are being taken to augment coal supply so that steel production is not adversely affected?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHRI ARIF MOHD. KHAN): (a) and (b) Yes, Sir. Due to inadequate rate of supply of coking coal from the indigenous coal companies, which in turn suffer from inadequate and poor quaneity of supply of electric power from Utilities, to the SAIL's steel plants, the position of coal stocks at the plants has been critically low in recent months.

(c) SAIL has had to already curtail, albeit selectively, its production operations. If coal supplies continue to be inadequate, SAIL will be constrained to further curtail its operations leading to lower production than planned.

(d) Government are constantly monitoring the availability position and taking steps to ensure higher arising at and supplies from indigenous coal sources besides enabling SAIL to build-up its stocks of indigenous and imported coking coal.

Financial Rehabilitation of Deep Sea Fishing Trawlers

2634. DR. YELAMANCHILI SIVAJI: Will the Minister of FINANCE be pleased to state:

(a) whether grant of waiver, write off or rescheduleement of loan and interest in respect of deep sea fishing trawlers is based on some policy of Government; if so, what are the details thereof;

(b) whether Government have directed SCICI to appoint receivers for some deep sea fishing trawlers, if so, what are the details thereof;

(c) whether any trawler under receivership of SCICI has since sunk and if so, what were the causes thereof;

(d) whether in view of the hardships, being faced by the deep sea fishing companies because of drought, depletion of catches and depressed international prices for shrimps in the years 1987, 1988, and 1989 Government are considering any financial rehabilitation package for their survival; and

(e) if so, what are the details thereof?

THE DEPUTY MINISTER IN THE MINISTRY OF FINANCE (SHRI ANIL SHASTRI): (a), (d) and (e) Government of India has not granted

any waiver to write o: of loan and interest in respect of loans availed by deep sea fishing companies assisted by the erstwhile Shipping Development Fund Committee. However, Government of India has been extending rehabilitation assistance in respect of the sick and potentially viable fishing companies assisted by erstwhile Shipping Development Fund Committee. The basis of rehabilitation assistance presently under consideration meets the major criteria of reasonable commitment on the part of the promoter reasonable amount of monitoring controls and financial discipline and manageable financial burden on the companies in terms of servicing the outstanding debt and overdue interest.

(b) Shipping Credit and Investment Company of India Limited, as designated person of the Central Government under Chapter-III of the Shipping Development Fund Committee (Abolition) Act, 1986 has been directed by Government of India to initiate legal action against the companies which have not been found to be viable and which have committed serious defaults in terms of the loan agreement executed by them with the erstwhile Shipping Development Fund Committee. This *inter-alia* involves recall of loans and appointment of Receiver in case on non-payment of recall of dues.

(c) None of the trawlers taken over by the Receiver have sunk.

Nickle deposits in the country

2635. SHRI PRAVAT KUMAR SAMANTARAY:
SHRI SARADA MOHANTY:

Will the Minister of STEEL AND MINES be pleased to state:

(a) what is total nickle deposits in the country, state-wise, as per the latest survey report;

(b) whether attempts have ever been made for extraction of nickle;

(c) if so, what are the details thereof and what amount has been spent so far on the account; and

(d) what is the amount involved annually for the import of nickle in the absence of indigenous nickle extraction?

THE MINISTER OF ENERGY WITH ADDITIONAL CHARGE OF THE MINISTRY OF CIVIL AVIATION (SHR ARIF MOHD. KHAN): (a) As per the National Mineral Inventory as on 1-1-1985, the Statewise Nickle reserve position is as follows:

(in million tonnes)

State	Proved	Probable	Possible	Total
Bihar	0·00	0·00	7·31	7·31
Nagaland	0.00	4·45	0·00	4·45
Orissa	23·15	97 81	98·69	219·65

(b) Yes, Sir.

(c) Sanction was accorded for setting up of anickle plant in Orissa in 1974 based on indigenous technology. However, the technology developed on laboratory scale when tested on a pilot plant did not yield satisfactory results. The capital investment sanctioned by the Government in 1974 for this project was Rs. 39.5 crores. Till 1988, when the project was shelved, the expenditure incurred was about Rs. 76.00 lakhs.